Route History

Milestones in SR 299 History

- **1909 - Weaverville to Redding-added as Route 20 to the State Highway System.**
- **1909 - Redding to Alturas added as Route 28 to the State Highway System.**
- **1915 - Route 101 to Weaverville added as Route 20 to the State Highway System.**
- **1915 - Alturas to Nevada State Line added as Route 28 to the State Highway System.**
- **1934 - Route commissioned as US 299.**
- **1959 - Route between US Route 101 to US Route 395 was added to the Freeway and Expressway System.**
- **1964 - Legislative route renumbering of California highways resulted in the conversion of US 299 to SR 299.**

In 1909 The State Highways Bond Act provided funding for the design and construction of a continuous and connected state highway system. The vision for Northern California included a need for a connection from Trinity and Humboldt counties to the Sacramento Valley by the most direct and practicable route. As a result Route 20 from Weaverville to Redding was added to the State Highway System. In the same year Redding to Alturas was also added to the State Highway System as Route 28.

From 1934 to 1964 the portion of the route between Arcata to Alturas was signed U.S. 299, ending at US 395. In 1959 Route 299 from Route 101 near Arcata to Route 395 at Alturas was added to the Freeway and Expressway System per the California Streets and Highways Code. US 299 was decommissioned in 1964, per the AASHTO stipulation that a US highway must go through at least two states. SR 299 from US 101 to US 395 follows almost the same route as the original US 299, except for several places where SR 299 was modified by alignment improvements.

See **Appendix B** for a list of some of the major historical improvements on SR 299.

On SR 299 in Lassen County near PM 10.5 there is an unknown solider memorial plaque:

"IN MEMORY OF AN UNKNOWN SOLDIER WHO WAS BURIED HERE ABOUT 1870 ON THIS THE OLD MILITARY ROAD WHICH RAN FROM FT BIDWELL IN MODOC CO TO FT CROOK SHASTA CO THIS MARKER IS PLACED BY MT LASSEN PARLOR NO 215 N.D.C.W. AND BIG VALLEY PARLOR NO 211 N S.C.W. 1939"

For a list of Historical Landmarks on SR 299 see **Appendix C** California Historical Landmarks on SR 299.

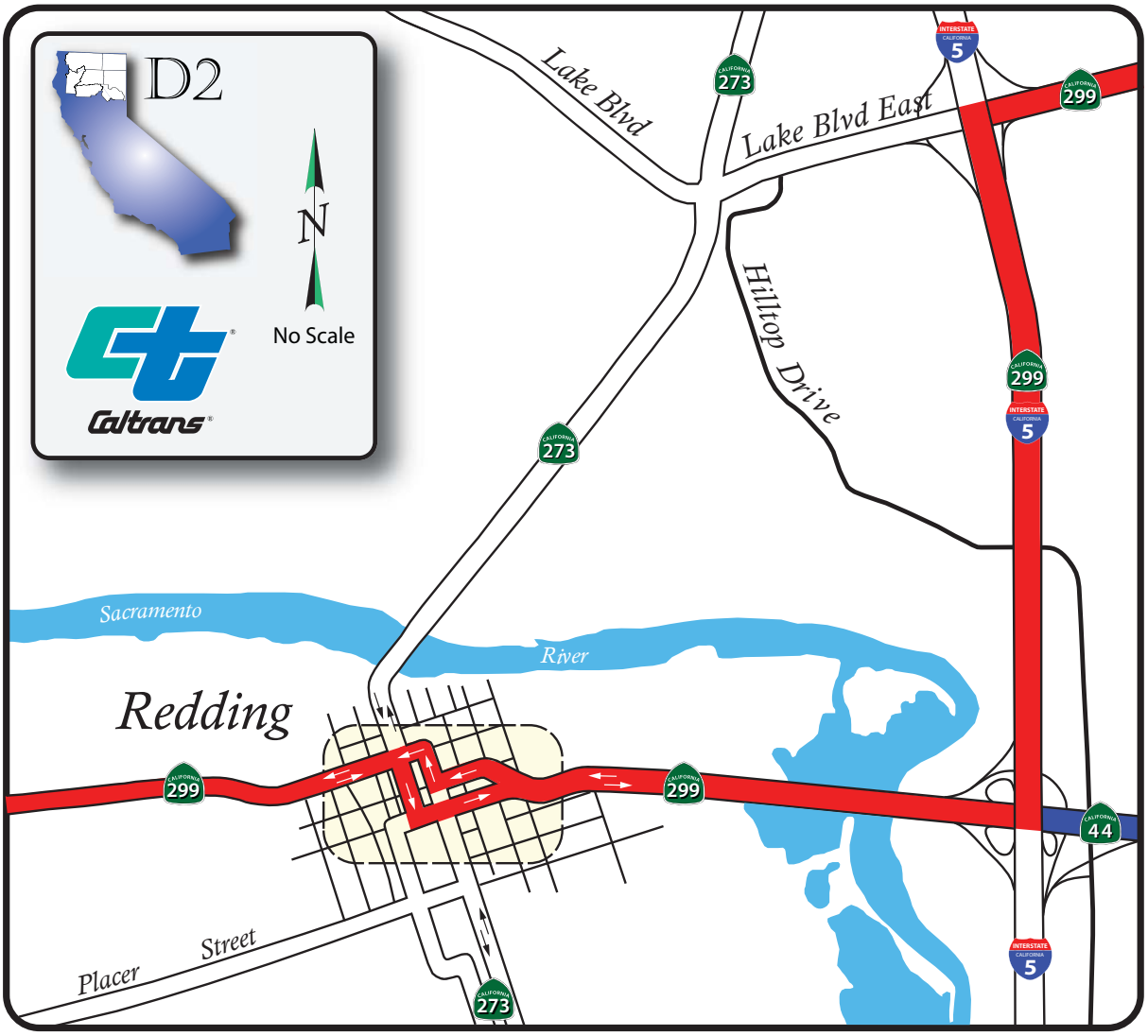
Adoptions, Rescissions, Relinquishments

Adoption involves action by the California Transportation Commission (CTC) to approve the location and general alignment of a new route or route segment. Rescission involves removing/deleting a previously adopted route alignment. Relinquishment involves the transfer of all or a portion of a State highway to a City, County or other public entity.

In 2002, the CTC adopted resolutions to redefine a portion of SR 299 in Redding. The purpose was to help eliminate confusion for drivers travelling the Redding area on three different routes (I-5, SR 299 and SR 44). The earlier alignment of SR 299 at Market Street had continued east through downtown Redding and onto I-5. There I-5 and SR 299 shared alignment northbound to Lake Boulevard, where SR 299 resumed eastward. (See **figure 1**)

The redesignation re-routed a portion of SR 299 in Redding, to share SR 273 northbound (Market Street) between Eureka Way and Lake Boulevard. SR 299 is now signed coincident (shares designations) with SR 273 between the two intersections. Also a new highway location for SR 299 was adopted along Lake Boulevard from SR 273 at Lake Boulevard to Interstate 5 (See **figure 2**). The former section of SR 299 leaving the downtown area, heading east past the Civic Auditorium and ending at Interstate 5 was redesignated as part of SR 44. There are no other planned adoptions, rescissions, or relinquishments on SR 299.

Route 299 Prior to 2002 Redesignation



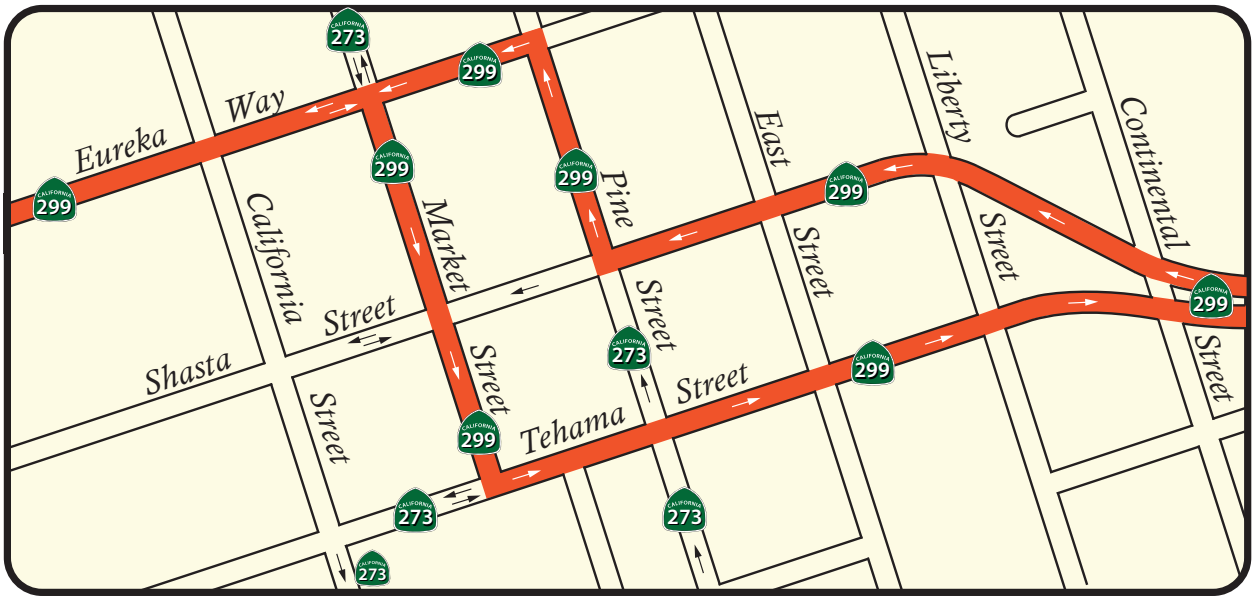


Figure 1

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Route 299 Currently

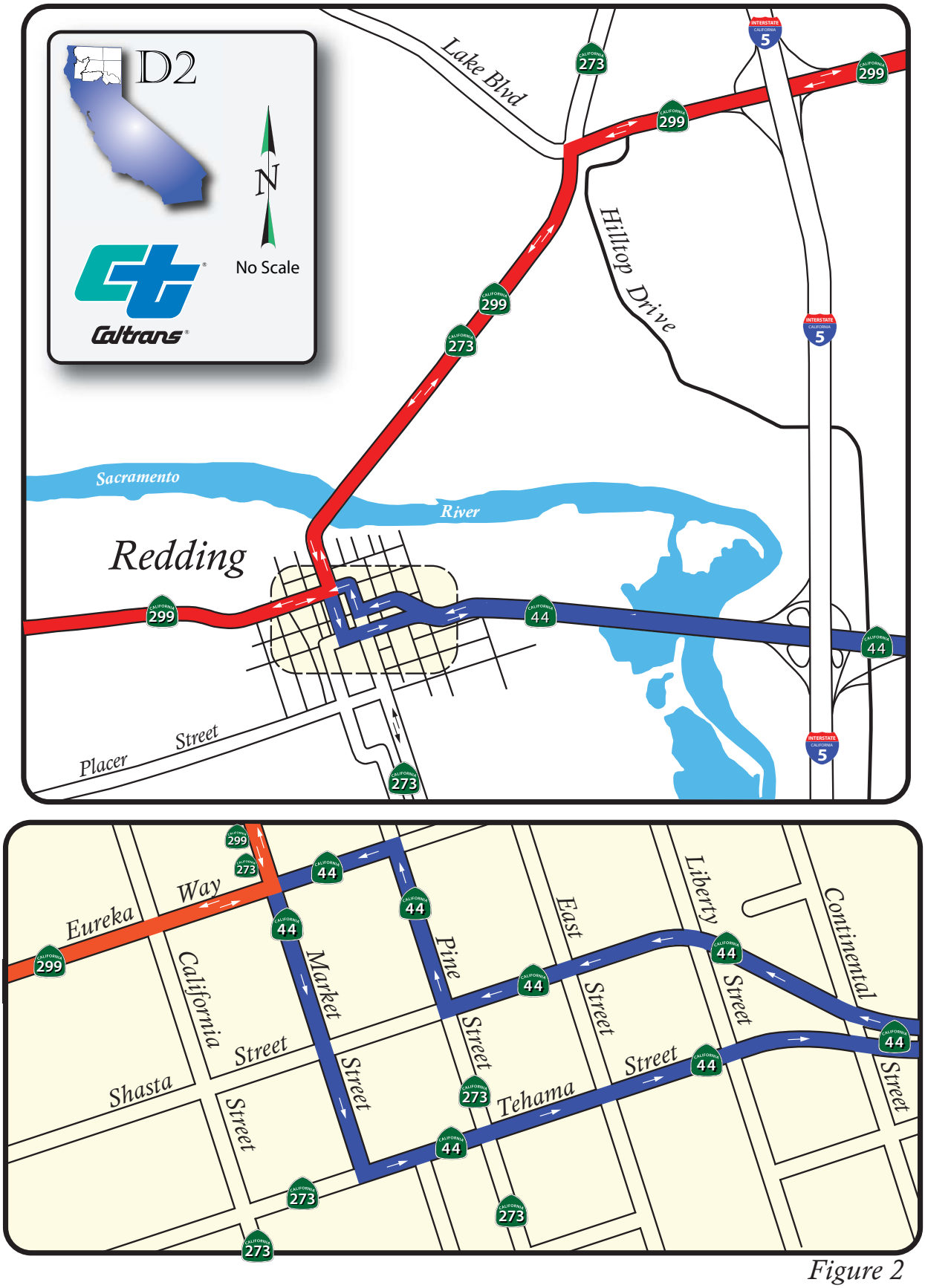

Figure 2

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Route Designations

The Functional Classification for SR 299 is as follows: Principal Arterial from US 101 in Arcata to Churn Creek Rd. / Hawley Rd in Redding (SHA PM 25.56); Minor Arterial from SHA PM 25.56 to MOD PM 20.95 near Canby; a Principal Arterial MOD PM 20.95 to MOD PM 40.63 (US 395 Junction); Major Collector from MOD PM 40.63 to MOD PM 66.32 (Nevada State line). **Tables 3 and 4** present designations that may affect planning and/or operations on SR 299. These designations are defined in **Appendix L**-Designations.

Table 3
State Route 299 Route Designations

Designation	Humboldt County	Trinity County	Shasta County	Lassen County	Modoc County
National Highway System (NHS)[1]	Yes	Yes	Yes - Portions TRI/SHA County Line to I-5 (PM 0.0 to 24.82)	No	Yes - Portions SR 139 to US 395 PM 21.75 to 40.63
Strategic Highway Network (STRAHNET)[2]	Yes	Yes	Yes - Portions TRI/SHA County Line to I-5 (PM 0.0 to 24.82)	No	No
Interregional Road System (IRRS)[1]	Yes	Yes	Yes - Portions SHA/TRI County Line to SR 89 (PM 0.0 to 80.09)	No	Yes - Portions SR 139 to US 395 (PM 21.75 to 40.63)
High Emphasis Route[1]	Yes	Yes	Yes - Portions Trinity County Line to Redding west (PM 0.0 to 21.65)	No	No
Interregional Transportation Strategic Plan (ITSP) Focus Routes[2]	Yes	Yes	Yes - Portions TRI/SHA County line to I-5 (PM 0.0 to 24.09)	No	No
Freeway/Expressway System[2]	Yes	Yes	Yes	Yes	Yes - Portions PM 0.0 to 40.63

[1]Federal Designation; [2]State Designation
Sources: California Department of Transportation.

Table 4
State Route 299 Scenic Designations

Designation	Humboldt County	Trinity County	Shasta County	Lassen County	Modoc County
National Scenic Byway[1]	No	No	No	No	Yes Portions PM 21.81 to PM 57.35
State Scenic Highway[2]	No Eligible Portions PM 0.0 to PM 38.8	No Eligible Portions PM 51.6 to PM 72.25	No Eligible Portions PM 0.0 to PM R 25.9 PM 80.1 to PM 99.36	No Eligible	No Eligible Portions PM 0 to PM 21.8
Trinity River Scenic Byway[1] USFS	Yes	Yes	Yes Portions PM 0.0 to PM 18.5	No	No

[1]Federal Designation; [2]State Designation

County Population and Economic Forecast

An understanding of population, employment, and housing trends is important when developing traffic forecasts. Increased demand for travel (growing traffic volumes) can generally be expected when there is a positive growth trend in all three categories. When trends are not consistent between categories or between various regions in the State, the effect on travel patterns is more difficult to assess.

Population forecasts have been prepared for each county of California. The forecasts are developed for the California Economic Forecast Project and were provided by the California Department of Transportation, Office of Transportation Economics. The Project provides a consistent set of long-term socio-economic forecasts for each county. The data for these tables is an extensive collection of County level economic and demographic variables from a myriad of sources in California (references included in **Appendix K** References) The following **tables 5-9** provide information on population and economic forecasts in the counties of Humboldt, Trinity, Shasta, Lassen and Modoc Counties.

Table 5
Humboldt County Economic Forecast

Year	Population (people)	Registered Vehicles (Thousands)	Households (Thousands)	New Homes	Real per Capita income (dollars)	Unemployment Rate (percent)
2000	126,849	128.4	51.2	373	$26,909	5.8
2005	131,022	143.6	53.2	503	$28,263	6.1
2010	133,719	153.2	55.9	436	$30,645	5.6
2015	138,342	160.5	58.0	446	$32,731	6.1
2020	143,030	166.4	60.1	450	$34,484	6.1
2025	146,541	170.6	62.1	415	$36,352	6.4
2030	149,109	173.5	64.0	385	$37,712	6.4

Table 6
Trinity County Economic Forecast

Year	Population (people)	Registered Vehicles (Thousands)	Households (Thousands)	New Homes	Real per Capita income (dollars)	Unemployment Rate (percent)
2000	12,984	17.7	5,587	33	$23,216	9.8
2005	14,066	20.1	5,739	60	$23,889	10.3
2010	14,538	21.7	5,927	48	$25,809	9.4
2015	15,224	23.0	6,059	42	$27,641	9.7
2020	15,810	24.2	6,170	36	$28,635	9.8
2025	16,189	24.9	6,267	31	$29,415	9.8
2030	16,444	25.4	6,356	29	$29,618	9.8

Table 7
Shasta County Economic Forecast

Year	Population (people)	Registered Vehicles (Thousands)	Households (Thousands)	New Homes	Real per Capita income (dollars)	Unemployment Rate (percent)
2000	164,659	181.0	63.4	972	$28,281	6.1
2005	178,898	216.8	68.2	1581	$30,072	7.3
2010	186,425	232.4	72.6	709	$32,673	6.8
2015	195,035	247.2	76.4	913	$35,641	7.7
2020	206,944	267.2	81.1	1,004	$37,918	8.2
2025	218,575	286.6	85.9	985	$40,114	8.1
2030	229,659	301.0	90.5	944	$41,247	7.0

Table 8 **Lassen County Economic Forecast**						
Year	**Population (people)**	**Registered Vehicles (Thousands)**	**Households (Thousands)**	**New Homes**	**Real per Capita income (dollars)**	**Unemployment Rate (percent)**
2000	33,980	31.1	9.6	107	$20,168	7.1
2005	35,740	36.9	10.2	173	$21,465	8.1
2010	38,550	40.5	10.7	117	$23,069	7.6
2015	41,688	43.4	11.1	168	$24,502	7.9
2020	44,918	46.2	11.7	174	$25,279	7.9
2025	48,242	49.1	12.2	163	$26,159	7.8
2030	50,846	52.0	12.8	184	$26,828	7.8

Table 9 **Modoc County Economic Forecast**						
Year	**Population (people)**	**Registered Vehicles (Thousands)**	**Households (Thousands)**	**New Homes**	**Real per Capita income (dollars)**	**Unemployment Rate (percent)**
2000	9,527	11.4	3,784	20	$23,909	7.5
2005	9,894	13.2	3,978	23	$25,631	8.1
2010	10,045	13.8	4,063	24	$29,090	7.8
2015	10,452	14.4	4,135	26	$30,759	8.3
2020	10,955	15.2	4,211	27	$31,381	8.2
2025	11,371	16.1	4,286	26	$32,096	8.0
2030	11,655	17.0	4,358	25	$32,141	7.9

Traffic Collision Data

The collision information provided in this report was taken from Table B of the Department of Transportation Traffic Accident Surveillance and Analysis System (TASAS). It should be used for general planning purposes and as an indicator of how the collision rate of a particular segment compares to the collision rate averages on similar interstates Statewide actual accident rates. Segment collision rates higher than the statewide average do not necessarily indicate that corrective actions by the Department are warranted. Collision rates can be greatly influenced by the length of the segment as well as the time period being measured. Each Fact Sheet contains a Collision Rates table.

Goods Movement

Goods movement, transportation of freight, can have significant impacts on a state's economy. California's goods movement transportation system is a multimodal network for highways, rail lines, seaports, airports, pipelines, intermodal terminals, and international border crossings. Goods movement along or near SR 299 is accomplished predominately with highways, and to a lesser degree, rail and airports.

SR 299 links trucking to the major north-south corridors in northern California (US 101, Interstate 5, and US 395).

Some of the primary agricultural assets for the counties along SR 299 are as follows:

Humboldt County: timber, nursery and greenhouse products, dairy products, cattle, hay, pasture & range.

Trinity County: timber, cattle, pasture and range, wine grapes, hay and irrigated pasture.

Shasta County: timber, forest products, hay, cattle, colony of bees, strawberries, rice and alfalfa.

Lassen County: hay, livestock, timber, strawberry plants and pastureland.

Modoc County: alfalfa hay, cattle, potatoes, vegetables and timber.

Agricultural commodities are trucked out of the counties along SR 299. The communities and businesses along the route create the need to truck goods from outside areas into their areas. Also interregional trucking moves goods from areas across the state as well as between states such as Nevada and Oregon.

Table 10 shows the truck network classifications along SR 299.

Table 10
Existing Truck Route Classifications on SR 299

Truck Route Classification	HUM	TRI	SHA	LAS	MOD
Surface Transportation Assistance Act (STAA) Network	Yes	No	Yes - Portions I-5 to LAS County Line From PM 24.82	Yes	Yes
Terminal Access	No	No	Yes - Portions I-5 to LAS County Line From PM 24.82.	Yes	Yes
California Legal Network	Yes	Yes - Portions PM 0.0 to 67.4	Yes - Portions PM 8.6 to 24.09 and PM 24.1 to 24.82	No	No
California Legal Advisory Route	No	Yes - Portions PM 67.4 to 72.25	Yes - Portions PM 0.0 to 8.6	No	No

Sources: California Department of Transportation.

The portion of SR 299 west of Redding provides access to the north western corner of the California coast. The Buckhorn Grade portion of SR299 represents the most significant obstacle preventing interstate trucks and oversize permit loads from utilizing this direct access to the coast (see **Appendix D** for a complete list of STAA improvement needs). Goods movement is hindered because STAA shipments on Interstate 5 must be repackaged into smaller loads.

During closures of I-5 between Redding and Dunsmuir, SR 299 is periodically used as an alternative route in combination with SR 89. When weather permits, trucks travelling north can use SR 299 east to access SR 89 north and re-enter I-5 just north of Dunsmuir. Southbound trucks use the same connection (SR89/SR 299) to access I-5 near Redding. This creates increased traffic in the communities along SR 299 with higher percentages of trucks. The mountainous terrain on SR 299 has multiple curves, steep grades and a lack of abundant passing opportunities. Trucks travelling at slower speeds can result in platoons where vehicles do not have opportunities to get around. Truck traffic also increases pavement deterioration along this route. See **Table 11** Truck Height and Weight Restrictions.

Table 11
Truck Height and Weight Restrictions on State Route 299

County	Begin PM	Type of Restriction
HUM	0.598	Weight
HUM	1.55	Height
HUM	1.802	Height
HUM	2.92	Height
HUM	3.5	Height
HUM	3.784	Height
HUM	4.036	Height
HUM	4.205	Weight
HUM	5.293	Height
HUM	5.451	Height
SHA	0.0-8.65	Weight
SHA	25.54	Height/Weight
SHA	27.224	Height/Weight
LAS	11.892	Height

Source: California Department of Transportation, Transporation Permits Office, Caltrans Single-Trip Application and Routing System (STARS) database.

Transportation Options

Transit-Regional

Provision of transit in rural areas is challenging for a number of reasons including: long distances, limited/dispersed population base, scheduling difficulty and limited funding. Regional transit services available on or near SR 299 are as follows:

In Humboldt County -

Humboldt Transit Authority (HTA) provides scheduled bus service via the Redwood Transit System (RTS) which is the public bus system for Humboldt County. RTS offers service between Scotia, Fortuna, Loleta, Fields Landing, Eureka, Arcata, McKinleyville, Westhaven, and Trinidad Monday through Saturday.

On SR 299 RTS provides service to Willow Creek from Arcata Monday through Friday. Arcata & Mad River Transit System offers service within Arcata.

Other local transit services include Eureka Transit Service, Blue Lake Rancheria Transit, and Redwood Coast Transit/Del Norte Public Transit.

In Trinity County -

Trinity County Transit (Trinity Transit) offers 3 routes on SR 299: The Weaverville-Hayfork, Weaverville-Lewiston, and the Willow Creek (Down River).

In Shasta County-

Redding Area Bus Authority (RABA) has a Downtown transit center. RABA provides a Fixed Route service runs Monday through Saturday and the Burney Express Route service which runs two daily round trips to Redding from Burney on Monday through Friday. RABA also offers a demand response transportation service which provides curb-to-curb transportation for individuals who, because of a disability, are not able to utilize a regular fixed route bus service.

Several other transportation providers operate in Shasta County. They serve persons with disabilities, senior citizens, Native Americans, college students, students with special needs, low income families with children, and veterans with medical needs.

In Lassen County-

The Lassen Rural Bus System does not provide service along SR 299, however it does provide service within the city limits of Susanville and fixed route services to the communities of Westwood, Herlong (traveling through Standish and Litchfield), and Doyle.

In Modoc County-

Sage Stage is the only public transit operator serving the Modoc County region. It is operated by the Modoc Transportation Agency (MTA) which was created as a Joint Power Authority between the County of Modoc and City of Alturas to operate the Sage Stage The bus system currently provides two public transportation services:

- A fixed-route service which deviates based on fluctuating demands and availability of resources.
- A demand-response or dial-a-ride within a 10-mile radius of Alturas.

Transit-Interregional

The following interregional transit services available on or near SR 299 in the various counties.

The American Cancer Society has free transportation for cancer patients to from Weaverville to Redding, and Shasta College offers one round trip per day to and from the college in Redding from Weaverville on weekdays.

The RABA Downtown transit center in Redding also serves as a multimodal connection point shared with Greyhound bus services and Amtrak which provide interregional multimodal opportunities for longer north/south travel.

Sage Stage in Modoc County offers several round trip bus services on scheduled weekdays. Interstate trips from Alturas to Klamath Falls, OR are offered one day per week, and the Stage also accommodates trips from Alturas to Reno, NV, three days per week (connects with Greyhound and Reno airport). An interregional trip from Alturas to Redding on SR 299 is provided twice weekly (connects with Amtrak & Greyhound).

Airports

Air cargo carries high value, time-sensitive, or time-definite goods such as electronic equipment, emergency shipments and overnight packages. There is no commercial airport directly on SR 299; however 2 commercial airports are within 5 miles of SR 299. There are also 7 general aviation airports near the route. See **Table 12** for a list of airports within close proximity of the route.

Table 12
Airports Near State Route 299

Name	Location	Owner	Type
Arcata Airport	McKinleyville	Humboldt County	Municipal
The Lonnie Pool Field/ Weaverville Airport	Weaverville	Trinity County	General Aviation
Redding Municipal Airport	Redding	City of Redding	Municipal
Benton Field Airport	Redding	City of Redding	General Aviation
Fall River Mills Airport	Fall River Mills	Shasta County	General Aviation
Southard Field Airport	Bieber	Lassen County	General Aviation
Adin Airport	Adin	Modoc County	General Aviation
Alturas Municipal Airport	Alturas	City of Alturas	General Aviation
Cedarville Airport	Cedarville	Modoc County	General Aviation

Railroad

Rail is utilized for items of extreme weight and large size or volume that need to be transported over long distances.

In Humboldt County, rail is not operating at present. North Western Pacific RR operated the rail north of Willits to Korblex (north of Arcata). The rail was sold to Eureka Southern Railroad and operated by them from 1984 until 1992, when North Coast Rail Authority designated operations to North Coast Railroad after Eureka Southern went bankrupt. In 1997 operations ceased after impacts due to major floods and landslides.

Southern Pacific Railroad (SPRR) parallels SR 299 between Canby and Alturas. It is utilized for goods movement and does not provide passenger service.

Railroad at Grade Crossings- Railroad at-grade crossings are places where highway traffic crosses railroad tracks at the same elevation. Currently, there are two at-grade railroad crossings: The Canby at-Grade Crossing (SPRR), and the Alturas at-Grade Crossing (SPRR).

Grade Separations- Grade Separations are vertical separations of intersecting facilities (road, rail, etc.) by the provision of crossing structures. With an underpass, the State highway crosses under the railroad, and with an overhead the highway passes over the railroad. Currently there are two overhead grade separations on SR 299: the Redding Overhead (SPRR) in down town Redding, and the Nubieber Overhead (Burlington Northern RR).

Bicycle Travel

Bicycle travel is permitted on SR 299. Total shoulder widths on the Route range from 0 to 10 feet, with treated shoulder widths ranging from 0 to 10 feet. For most of the SR 299, treated shoulders are between 0 and 4 feet. Caltrans has a goal, however, to attain a four-foot or greater treated shoulder along the entire route which will provide bicyclists with a more comfortable ride.

On SR 299 bikes are allowed on all sections except in Shasta County from PM 24.6 at the southbound I-5 onramp to PM 27.4 near the Old Oregon Trail on and off ramps at State Route 299. The alternate bike route for this section is a combination of a class I bike path that starts at the southbound I-5 onramp from State Route 299, and the surface streets. An eastbound cyclist will continue from the class I bike path onto College View until it intersects with Old Oregon Trail. At Old Oregon Trail the cyclist is then allowed to enter onto State Route 299. For those cyclists traveling westbound, the Old Oregon Trail exit must be taken and the rider can choose the same route described above as an alternate or use the surface street to continue to their destination. See **Table 13**-Bicycle Status.

Caltrans-District 2 has created the "Cycle Guide for State Highways of Northern California" for bicycle riders to reference riding locations. Additional information on bicycle travel may be obtained from the Counties, and the communities along SR 299.

Table 13
Bicycle Status
Bicycles permitted on the entire corridor accept for:

County	Route	Begin Post Mile	Location	End Post Mile	Location	Bike Status
SHA	299	24.6	SB I-5 Ramp	27.4	Old Oregon Trail	Prohibited

District 1 Bicycle Touring Guide:
http://www.dot.ca.gov/dist1/d1transplan/bikeped/bikeguide/full.pdf

District 1 bicycle tourism references page:
http://www.dot.ca.gov/dist1/d1transplan/bikeped/bikeguide/

District 2 Cycling Guide:
http://www.dot.ca.gov/dist2/pdf/bikeguide.pdf

Alternate Facilities

Tables 14 and 15 list state highways and local roads that intersect or parallel SR 299 and can serve as an alternative for travelers. In most instances, however, SR 299 will be the most direct route.

Table 14
Intersecting Routes

US 101
SR 96
SR 3
SR 273 (SR 299/273 coincident for 1.9 miles)
I-5
SR 89
SR 139 (coincident between MOD PM 0.33-21.75)
US 395 (Route Break serves 299 traffic)

Table 15
Alternate Facilities near State Route 299

Segment	County	Community	Street	From	To	Functional Class
1	HUM	Arcata	Glendale Drive to Blue Lake Blvd.	R2.31	R7.14	Local Road
4	TRI	Weaverville	N. Miner Street to S. Miner St.	51.09	51.63	Local Road
7	SHA	"Old" Shasta	High Street to Red Bluff to Swasey Drive	18.36	19.30	Local Rd, Major Collectors
7	SHA	Old Shasta / Redding	Swasey Drive to Lower Springs Road	19.30	21.14	Major Collectors
7/8	SHA	Redding	Lower Springs Road to Swasey Drive to Placer Road to Buenaventura Blvd.	21.14	22.23	Minor Arterials
8	SHA	Redding	Buenaventura Blvd. to Placer Road to Pine Street (SR 273) to Eureka Way	22.23	24.09	Minor Arterials/Principal Arterial
10	SHA	Redding	College View Drive and/or Collyer Drive between Hawley Rd. to Old Oregon Trail	25.55	27.24	Local Roads
10/11	SHA	Redding / Bella Vista	Old Oregon Trail to Old Alturas Road to Deschutes Road	27.24	31.46	Minor Arterials
10/11	SHA	Redding / Bella Vista	Old Oregon Trail to Old Alturas Road	27.24	32.04	Minor Arterial/Local Road
12	SHA	Burney	Tamarack Avenue to Park Avenue to Hudson Road	74.07	75.26	Major Collectors
13	SHA	Cassel / Fall River	Cassel Road to Cassel Fall River Rd.	82.27	91.59	Major Collectors
13	SHA	Fall River	Cassel Fall River Rd. to Dee Knock Rd. to Jim Day Rd. to Main St. to SR 299	91.59	95.51	Major Collectors
13/14	SHA/LAS	McArthur Area	Pittville Road to Old Highway Road	SHA 96.85	LAS 3.89	Major to Minor Collector,
14/15	LAS/MOD	Bieber / Adin	Bieber Lookout Road to Co. Road 87 to Adams Road	LAS 15.09	MOD 1.19	Minor Arterial to Major Collector
16	MOD	Canby to Alturas	Centerville Rd. to Co. Rd. 75 to SR 299	29.30	35.29	Major to Minor Collector
17	MOD	Alturas Area	SR 395 to Parker Creek Rd. to Parker Alpine Rd. to SR 299	40.62	46.29	Principal Arterial to Minor Collector

Right of Way

Right of way is real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guide way, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.). The existing right of way for SR 299 is summarized in **Table 16 -** Existing Right of Way Width.

Table 16

Existing Right of Way Width SR 299

County	Begin PM	County	End PM	Approximate R/W width	Remarks
HUM	0.0	HUM	43.04	120' - 400'	Mostly State Title
TRI	0.0	TRI	25.80	100' - 260'	Mostly State Title
	25.80		32.40	132'	State Title
	32.40		33.60		Prescriptive
	33.60		34.00	132'	State Title
	34.00		35.40		Prescriptive
	35.40		37.20	140' - 220'	State Title
	37.20		39.50		Prescriptive
	39.50		60.70	85' - 400'	State Title (ST)
	60.70		72.20	225' - 600'	ST w/ Access Control
SHA	0.00	SHA	5.70	80' - 400'	State Title
	5.70		6.00		Prescriptive
	6.00		6.90	80' - 400'	State Title
	6.90		7.70		Prescriptive
	7.70		8.60	400'	State Title
	8.60		9.20	170' - 400'	ST w/ Access Control
	9.20		10.50	200' - 400'	State Title
	10.50		10.80	250' -300'	ST w/ Access Control
	10.80		11.10	400'	State Title
	11.10		16.20	400' - 600'	ST w/ Access Control
	16.20		24.10	80' - 400'	State Title
	24.10		24.50	80'	State Title
	24.50		R25.9	250' -300'	ST w/ Access Control
	24.80		27.90	250'	ST w/ Access Control
	27.90		41.20	100' -200'	State Title
	41.20		41.50	350' -400'	State Title
	41.50		56.70	100' -200'	State Title
	56.70		62.30	120' - 400'	ST w/ Access Control
	62.30		63.60	400'	State Title
	63.60		71.70	200' -500'	ST w/ Access Control
	71.70	LAS	9.90	100' -132'	State Title
LAS	9.90		10.80	185' -230'	ST w/ Access Control
	10.80		25.60	80' -180'	State Title
MOD	0.00	MOD	1.20		Prescriptive
	1.20		6.00	60' -120'	State Title
	6.00		8.90	175' -220'	ST w/ Access Control
	8.90		17.80	132' -200'	State Title
	17.80		21.00	160' - 400'	ST w/ Access Control
	21.00		56.90	90' - 400'	State Title
	56.90		59.50	50' -80'	State Title
	59.50		61.00	400'	State Title
	61.00		61.70	80'	ST w/ Access Control
	61.70		66.60	80' - 400'	State Title

As observed from the table, State Route 299 has a mixture of right of way types:

- State Title. State title is property purchased by the State and held in fee title.
- Prescriptive. Prescriptive is a type of easement that comes into existence without formal action because of long-term historical use in a route. Right of way widths are defined by the area of use.
- Access control. Access control is the condition where the right of owners or occupants of abutting land as well as other entities and individuals to access a highway is fully or partially controlled by public authority.

Environmental

Caltrans strives to maintain, operate, and improve the highway in a manner sensitive to the environmental setting. Environmental issues are addressed in the System Planning process, and the project planning and development process as early as feasible. Known environmental issues and concerns are included in a TCR so that planners, engineers, and other project development staff can incorporate environmental factors into project design from the outset.

Some of the key environmental issues along SR 299 are:

Flood Plains

Special Designations

Cultural Resources

Sensitive Species

Information on some of the specific environmental issues identified is provided in the Segment Fact Sheets with additional environmental details shown in **Appendix E,** Environmental Features.

Route Inventory

This section provides an inventory of existing elements on SR 299. Details about adding or improving inventory in the future can be found on the Fact Sheets.

Passing Lanes and Truck Climbing lanes

Passing lanes are portions of the roadway provided for weaving, passing, speed change, or for other purposes supplementary to through traffic movement.

Truck Climbing Lanes are additional lanes added to improve traffic movement around slow moving vehicles on a grade.

See **Table 17**.

Table 17 **Passing and Truck Climbing Lanes on SR 299**				
County	Begin	End	Type	Direction
HUM	R5.84	R7.16	T	EB
HUM	R9.95	R10.92	T	WB
HUM	R11.26	R17.3	T	EB
HUM	R16.95	18.54	T	WB
HUM	R22.96	R23.85	P	EB
HUM	R24.60	R29.09	T	EB
TRI	4.07	4.46	P	EB
TRI	48.46	49.76	T	WB
TRI	60.96	61.19	P	WB
TRI	61.27	62.71	P	EB
TRI	62.80	62.92	P	WB
TRI	70.0	70.5	P	WB
TRI	70.58	72.17	P	EB
SHA	0.25	0.44	P	WB
SHA	2.05	2.27	P	WB
SHA	4.01	4.28	P	WB
SHA	19.55	20.5	P	WB
SHA	37.29	37.61	P	EB
SHA	45.89	46.19	P	WB
SHA	45.94	46.25	P	EB
SHA	50.89	51.15	P	EB
SHA	57.22	57.56	P	EB
SHA	58.35	58.57	P & TE	EB
SHA	63.74	63.91	P	EB
SHA	63.85	63.99	P	WB
SHA	68.1	68.30	P	EB
SHA	68.77	69.01	P	WB
SHA	70.03	70.26	P	WB
SHA	77.9	78.83	DBL	EB & WB
SHA	82.67	83.06	P	WB
SHA	87.53	87.16	P	EB
MOD	52.2	52.8	P	WB

DBL= 2 Lanes

P= Passing

T= Truck Climbing

Bridges and Highway Structures

There are 83 Bridges and Structures on SR 299. Bridges with narrow shoulders and within mapped flood areas are identified on the segment fact sheets. A complete list of bridges on SR 299 is in **Appendix F**.

Safety Roadside Rest Areas

Safety Roadside Rest Areas (SRRA) are roadside areas provided for motorists to stop and rest for short periods. State facilities usually include paved parking areas, drinking water, toilets, tables, benches, telephones, and information panels. Other agencies may also operate roadside rest areas with different ranges of amenities. See **Table 18** – Safety Roadside Rest Areas.

Table 18 SR 299 Safety Roadside Rest Areas (SRRA)				
County	**Post Mile**	**Name**	**Also Known As**	**Location Description**
TRI	3.6	Francis B. Mathews Memorial	Salyer SRRA	3 miles east of Salyer
TRI	56.9	Moon Lim Lee	Douglas City SRRA	5 miles east of Weaverville
SHA	60.6	Hillcrest	N/A	3.9 miles east of Montgomery Creek
LAS	8.3	Big Valley Summit (proposed*)	N/A	Approximately 4 miles west of Nubieber
* The Office of State Landscape Architecture developed a master plan for new rest areas in 2000. Based on recommendations from the Districts, the master plan includes 80 general locations where new rest areas may be appropriate. The 2000 master plan does not specify a time frame for implementation or a funding plan.				

Traffic Control

Table 19 identifies locations on SR 299 that are signal controlled.

Table 19 Signalized Intersections		
County	**Post Mile**	**Intersection**
SHA	22.23	Buenaventura
SHA	23.23	Walnut Avenue
SHA	23.47	Magnolia Street
SHA	23.81	Court Street
SHA	24.02	California Street
SHA	24.08	Market Street
SHA	24.24	Hilltop
SHA	24.39	Erickson Way
SHA	24.45	N. Boulder Drive & Black Marble Way
SHA	27.24	Old Oregon Trail, EB off
SHA	31.47	Deschutes Road
SHA	75.27	Burney Hudson Street North
SHA	75.47	Burney Mountain View North

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) consists of a broad range of wireless and wire line communications-based information and electronics technologies used to address existing transportation problems. These technologies can be used to provide early warning and real-time information, and often offer the potential to improve safety and efficiency relatively quickly and at a reasonable cost. In addition, ITS elements are used to provide advanced warning about adverse road conditions or incidents, giving travelers the option to adjust their travel plans. Road and traffic information may also be obtained via the Caltrans website http://www.dot.ca.gov/hq/roadinfo/ or the Caltrans Highway Information Network-CHIN (1-800-gas-road).

A number of conditions on SR 299 lend themselves to ITS applications.

- Mix of users (rural and urban travelers), many unfamiliar with the Route
- Steep grades, curves, limited passing opportunities
- Long distances between services
- Few convenient detour options (alternate routes)
- Adverse road surface and weather conditions

District 2 has installed ITS elements along this east-west route and is working to establish a network of Transportation Management Systems (TMS) to help manage the highway system and provide up-to-date information to travelers. Some of the ITS technologies appropriate for SR 299 include: Closed Circuit Televisions (CCTV), Changeable Message Signs (CMS), Highway Advisory Radios (HAR), and Roadway Weather Information Systems (RWIS). CCTV and RWIS are used as surveillance and traveler information devices for monitoring road and weather conditions. CMS and HAR are often strategically located to transmit road and weather condition information about remote and higher elevation areas. Providing this information to the driver ahead of time enables them to make the decisions necessary to have a safe and efficient trip.

Existing and Planned ITS elements are identified in **Appendix G - H** and by location on the pertinent segment fact sheets within this document.

Agricultural Inspection Stations

There are no Agricultural Inspection Stations on SR 299. However there is an agricultural inspection station between the route break of SR 299 between Alturas and Cedarville, which is on US 395 four miles north of Alturas. This facility has stop-control on southbound US 395.

Weigh Stations

California's "Commercial Vehicle Enforcement Facilities" are commonly called weigh stations or truck scales. These facilities are operated by the California Highway Patrol (CHP). **Table 20** lists weigh stations located on SR 299.

California Vehicle Code Section 2813 outlines who must stop at weigh stations and inspection stations:

> 2813. Every driver of a commercial vehicle shall stop and submit the vehicle to an inspection of the size, weight, equipment, and smoke emissions of the vehicle at any location where members of the California Highway Patrol are conducting tests and inspections of commercial vehicles and when signs are displayed requiring the stop. Every driver who fails or refuses to stop and submit the vehicle to an inspection when signs are displayed requiring that stop is guilty of a misdemeanor.

Table 20 **Weigh Stations**		
County	**Post Mile**	**Name**
HUM	R 7.4	Buckhorn
HUM	40.8*	Willow Creek
TRI	44.8*	Junction City
SHA	12.6	Whiskeytown
SHA	22.2*	Buenaventura
SHA	54.3*	Round Mountain
SHA	76.2*	Burney
MOD	37.4*	Rattlesnake
* Indicates intermittent "mini-site" weigh stations on SR 299 in Humboldt, Shasta, and Modoc counties. Another name for this type of weigh station is "jump" scale.		

Currently there are no existing or planned weigh in motion (WIM) stations on SR 299.

Chain Control Locations

Snow Chain Signs are traffic signs mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic in regard to snow conditions. The Department of Transportation reserves the right to prohibit any vehicle from entering a chain control area when it is determined the vehicle will experience difficulty in safely traveling the area. See **Table 21** for chain control locations. Specific details about chain requirements can be found on the Caltrans website: http://www.dot.ca.gov/hq/traffops/trucks/ops-guide/chains.html#atd

Table 21
SR 299 Chain Control Locations

County	Direction of Travel	Post Mile	Location Description
TRI	Eastbound	47.7	3 miles west of Weaverville
TRI	Westbound	51.2	Weaverville
TRI	Eastbound	60. 6	3 miles east of Douglas City
TRI	Eastbound	67.4	11 miles east of Douglas City
TRI	Westbound	69.6	11.5 east of Douglas City
TRI	Eastbound	70.1	12 miles east of Douglas City
SHA	Westbound	2.7	21 miles west of Redding
SHA	Westbound	5.3	19 miles west of Redding
SHA	Westbound	17.8	6 miles west of Redding
SHA	Eastbound	49	8 miles west of Montgomery Creek
SHA	Eastbound	56.9	Montgomery Creek
SHA	Eastbound	60.1	3 miles east of Montgomery Creek
SHA	Eastbound	64.9	10 miles west of Burney
SHA	Westbound	68.5	6 miles west of Burney
SHA	Westbound	71.6	3 miles west of Burney
SHA	Eastbound	82.3	2 miles east of Jct. SR 89
LAS	Eastbound	0.5	4 miles east of McArthur
LAS	Eastbound	3.8	8 miles west of Nubieber
LAS	Eastbound	6	5.8 miles west of Nubieber
LAS	Westbound	10.8	1 mile west of Nubieber
MOD	Eastbound	5.8	5 miles east of Adin
MOD	Eastbound	11.7	10 miles west of Canby
MOD	Eastbound	14.6	7 miles west of Canby
MOD	Westbound	17.8	4 miles west of Canby
MOD	Eastbound	48.4	9 miles west of Cedarville
MOD	Westbound	53.4	4 miles west of Cedarville
MOD	Westbound	56.5	Cedarville

Chain control may be required during snow and ice events typically between the months of September and April.

Maintenance Stations

The State Highway System represents an enormous taxpayer investment, so preservation of the existing system is a top priority for Caltrans. Maintenance Stations are facilities used by Caltrans to maintain the highway year-round. Field crews are responsible for daily maintenance of their assigned highway segments. Annual activities include snow removal, pothole patching, culvert cleaning, litter removal, paving, shoulder and weed maintenance. Caltrans maintenance staff also responds to highway incidents including traffic accidents and hazardous material spills. The maintenance stations listed in **Table 22** are responsible for SR 299:

Table 22
SR 299 Maintenance Stations

Station Name /Station #	County	PM Coverage	Station telephone Number
Eureka / 1-42	HUM	0.0 / 28.5	(707) 825-0227
Willow Creek / 1-43	HUM	28.5 / 25.77	(530) 629-2976
Weaverville / 2-42	TRI	25.77 / 72.25	(530) 623-3895
Weaverville / 2-42	SHA	0.0 / 8.0	(530) 623-3895
Redding East / 2-31	SHA	8.0 / 55.42	(530) 225-3443
Burney / 2-38	SHA	55.42 / 99.36	(530) 225-2261
Adin / 2-68	LAS	0.0 / 25.63	(530) 299-3202
Adin / 2-68	MOD	0.0 / 20.0	(530) 299-3202
Alturas / 2-67	MOD	20.0 / 66.63	(530) 233-4263

Sand and Salt Storage

Sand houses are storage facilities for abrasives and deicers. Sand houses are located in areas where temperatures are consistently low in the winter. See **Table 23**.

Table 23
Sand and Salt Storage on SR 299

County	Nearest Post Mile	Location Description	Facility Type
HUM	12.4	Pine Creek	S/SS
HUM	34.1	Berry Summit	S/SS
TRI	51.2	On Memorial Drive in Weaverville	S/SS
TRI	69.2	Buckhorn	SL
SHA	68.2	Hatchet Mountain	S
SHA	80.2	Burney Junction	S
MOD	20.3	Canby	S
MOD	50.2	Cedar Pass	S
S/SS – Sand / Salt Storage SL - Satellite			

Vista Points

Vista Points are paved areas beyond the shoulder, which permit travelers to safely exit the highway to stop and see a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water, and telephones may be provided. See **Table 24**.

Table 24
SR 299 Vista Locations

County	Post Mile	Name
SHA	16.5	Whiskeytown
SHA	69.7	Hatchet Mountain
SHA	89.6	Pit River
MOD	50.3	Cedar Pass
MOD	52	Cedar Canyon
MOD	54.9	Cedarville

Park & Ride Lots

Park & Ride lots are locations where patrons drive private automobiles or ride bicycles to a transit station or carpool/vanpool waiting area, and park the vehicle. They then ride the transit system or take a carpool or vanpool to their destinations. Agencies other than Caltrans may operate Park & Ride lots. **Table 25** lists park and ride lots on SR 299.

Table 25
SR 299 Park and Ride Lots

County	State Route	Post Mile	Name
TRI	299	67.4	Lewiston/Trinity Dam BLVD Park and Ride
SHA	299/89 Junction	21.6	Burney